

TRANSPORTATION COMMISSION MINUTES

February 23, 2005

Chair Knox White called the Transportation Commission to order at 7:35 p.m.

1.ROLL CALL – Roll was called and the following recorded:

Members Present:

Jeff Knoth	Patianne Parker
John Knox White	Michael Krueger
Eric Schatmeier (arrived at 7:50)	

Staff Present:

Barbara Hawkins – Supervising Civil Engineer, Public Works
Barry Bergman – Program Specialist II, Public Works
Carol Beaver – Division Manager, Development Services
Andrew Thomas – Supervising Planner, Planning and Building

2.APPROVAL OF MINUTES

Commissioner Parker moved approval of the December minutes, which was seconded by Commissioner Knoth. Motion carried by unanimous voice vote – 4.

3.AGENDA CHANGES

4.COMMISSION COMMUNICATIONS

4A. TMP Subcommittee Appointment: Grid System and Strategies for Implementation

Chair Knox White proposed that the existing subcommittee that developed the draft TMP policies remain in place for the implementation portion of the Multimodal Circulation Plan. The Commissioners supported this recommendation.

5.ORAL COMMUNICATIONS – NON-AGENDIZED ITEMS

None.

6.OLD BUSINESS

6A. Updated TMP Schedule

Staff Bergman presented the staff report and described staff's recommended revisions to the previously approved TMP schedule. He noted that the bicycle plan update would be the first of the modal plans to be undertaken, and suggested that the effort be coordinated with the Alameda County Congestion Management Agency (CMA) effort to update the countywide bicycle plan. He stated that CMA staff have indicated that the City's project recommendations for the countywide plan would have to be submitted by the summer, so it would not be possible to complete the City's plan update in time. Therefore, staff recommended that the bicycle plan update proceed on two tracks: 1) identify projects to be recommended for inclusion in the countywide plan, and 2) undertake the complete update of the plan. This would enable the timely submittal of the City's project recommendations for the countywide plan, which would help enhance Alameda's efforts to compete for grant funds.

Chair Knox White indicated that he would appoint a subcommittee of two commissioners to oversee the development of the bicycle plan update. He also requested that staff prepare the new TMP schedule in a revised format, so that all tasks would be in chronological order. *Staff Bergman* responded that this would be done.

Commissioner Parker moved approval of the staff recommendation to revise the TMP schedule, which was seconded by *Commissioner Knoth*. Motion carried by a unanimous voice vote – 4.

6B. Task Force Recommended Draft TMP Policies

Staff Bergman stated that the draft Transportation Master Plan (TMP) policies had been prepared by the TC subcommittee – consisting of *Chair Knox White*, *Commissioner Schatmeier*, and *Commissioner McFarland*. The subcommittee received input from the TMP Task Force and City staff. Staff comments were listed in the draft document, below the subcommittee's recommended policies. *Staff Bergman* stated that the draft document is now being brought to the full TC for additional input and approval of a final set of policies.

Commissioner Schatmeier arrived.

Chair Knox White asked that the final version of the draft policies be brought back to the Transportation Commission after other boards and commissions have had a chance to comment, prior to being forwarded to the Planning Board and the City Council.

The Commission reviewed the policies and staff comments. Staff was directed to make the changes to the draft document as recommended by the Commission.

Chair Knox White Opened Public Comment

Jon Spangler recommended a modification to Policy C-3.2. Rather than making improvements only to routes identified in the bicycle plan, the City should look to promote equitable access for bicyclists on every street in Alameda. *Mr. Spangler* also recommended that the TMP process be

enhanced by providing more opportunities for the public to voice its comments, rather than have it be an agenda item at a single Transportation Commission meeting.

Chair Knox White stated that this issue would be addressed as part of the bicycle master plan.

Public Comment Closed

Commissioner Parker moved acceptance of the TMP policies as modified by the Commission. *Commissioner Schatmeier* seconded the motion. Motion carried by a unanimous voice vote – 5.

7.NEW BUSINESS

7A. Alameda Point Land Use Impacts on Transportation

Staff Thomas gave a presentation on the anticipated transportation system impacts of the proposed land uses at Alameda Point. He noted that the Alameda Point Advisory Committee would be hosting two upcoming meetings: 1) on March 3, which would focus on land use issues, and 2) March 23, which would be co-hosted by the Transportation Commission and would focus on transportation issues. Both meetings will be televised. Two additional workshops will be scheduled before June.

Staff Thomas noted that if the conveyance process with Navy goes smoothly, that starting in the summer of 2005, the City will enter an 18-month entitlement and environmental review process for Phase 1 of the project.

Staff Thomas noted that the policies for Alameda Point were established in the mid-1990s in the community reuse plan. The policies were incorporated into the General Plan in 2003, but in accordance with the housing element and concerns about transportation through the tubes, a greater proportion of the project now consists of housing. The revised development concept also reflects the improvement in the residential housing market.

Staff Thomas cited two major policies driving the Alameda Point project: 1) reintegrating Alameda Point into City; 2) the project would not rely on General Fund, so the development needs to pay for itself. He noted that the costs of the development would be considerable, for example, there is an estimated \$300-350 million to upgrade or replace infrastructure. There will also be significant environmental remediation required, due to soil and groundwater contamination.

Staff Thomas summarized the preliminary development concept. Some of the major features of the project are:

- 1.2 million square feet of adaptive reuse, not including civic buildings
- 662,000 square feet of new non-residential development
- 615 affordable housing units (out of a total of approximately 1900 total units)
- 159 acres of open space
- streets would be laid out as a grid system

- the ultimate location of the ferry terminal has not been determined

The transit center would probably be at the Main Street terminal, at least in the early phases of the project. In addition to the ferry, various transportation options are being considered:

- shuttle between Alameda Point and the 12th Street BART station, operating on 15-minute headways during peak hours
- “eco-pass”: a portion of homeowners fees will go toward transportation, so people will be able to use shuttles or other services it without paying an additional charge
- water taxi service to Oakland
- queue jump/HOV lanes for bridges or tubes
- transit barge

Commissioner Krueger asked if the shuttles would be integrated into the regional transit network, rather than being stand-alone services.

Staff Thomas noted that the City has begun discussions with AC Transit, BART, the City of Oakland and the Port of Oakland to explore a range of options. Options include:

- BART extension from downtown Oakland to Jack London Square to Alameda
- Light rail across Alameda to Fruitvale BART – While alignment in Alameda is mostly available, connecting to the BART station will be a significant problem. Also, this will not serve people traveling from Alameda Point to San Francisco.
- Aerial tram to West Oakland BART – This may not work well, as BART trains to San Francisco are generally filled by the time they reach West Oakland. Also, if the tram connects to the BART platform, Oakland will not benefit from the project, so it may be difficult getting this option approved..

Staff Thomas stated that there are currently too many options in terms of both modes and alignments. The City hopes to narrow down the list of options to one or two of the best candidates by June and study the feasibility of those options.

7B. Work/Live Regulations

Commissioner Krueger asked if any data were available regarding parking and trip generation for work/live development as opposed to purely residential

Staff Hawkins indicated that she was not aware of any such data.

Commissioner Parker stated that the work/live regulations have been in place for several years, but no such projects have actually been implemented. She indicated her support for keeping the regulations in place to enable the City to see the impacts of project implementation.

Chair Knox White stated that the regulations seem to support the City’s transportation goals.

Chair Knox White Opened Public Comment

Jon Spangler expressed his support for the work/live regulations, and urged the TC to support maintaining the current policy.

Public Comment Closed

7C. Cross Alameda Trail Feasibility Study

Staff Bergman provided an overview of the Cross Alameda Trail Feasibility Study, which was funded by a grant from the Association of Bay Area Governments. The Rails-to-Trails Conservancy received separate funding for work on this project, and has been taking the lead on the public outreach component. *Staff Bergman* noted that the Trail would consist almost entirely of facilities identified in the General Plan and the Bicycle Master Plan. The proposed Trail would be largely located within the corridor formerly served by the Alameda Belt Line railroad, extending from Main Street to Tilden Way, and include the following features:

- serve a variety of users by utilizing both on-road and off-road facilities
- enhance access to key destinations, including planned development at Alameda Point, former FISC (Fleet Industrial Supply Center) site, proposed development in the Northern Waterfront area, and the renovated Bridgeside Center
- design would permit the potential development of a rail corridor
- land acquired and bike lanes constructed in conjunction with extension of Clement Avenue, which the City hopes to develop as a continuous route from Tilden Way to Atlantic Avenue

Commissioner Parker asked if the proposed routes would undermine the ultimate goal of shoreline route. *Staff Bergman* responded that the

Staff Bergman noted that the City has applied for funding from the Metropolitan Transportation Commission for funding for the first phase of the Trail, from Main Street to Webster Street.

Staff Bergman stated that Lucy Gigli of BikeAlameda had expressed concerns regarding the proposed striping and lane widths on Clement Avenue. He distributed the letter from Ms. Gigli to the Commissioners.

Mr. Spangler noted that there is an additional former railroad right-of-way east of Constitution Way that connects to the former FISC site, which could potentially connect to the Cross Alameda Trail.

Chair Knox White suggested that the Commissioners e-mail comments to staff prior to the April meeting, and the comments would be brought to the Commission at that time for approval.

7D. West Alameda Neighborhood Improvement Plan

Carol Beaver of the City's Development Services Department introduced the West Alameda Neighborhood Development Plan, which addresses the area bounded by Appezzato Memorial Parkway, Main Street, Pacific/Marshall/Lincoln, and Webster Street. She noted that in February 2004, the City began discussions with neighborhood stakeholders regarding the types of improvements they would like to see. The resulting concept plan addresses safety

improvements, circulation, access, and aesthetic concerns. *Staff Beaver* emphasized that the product is a concept plan, and that engineering issues and costs would have to be considered before any recommendations could be implemented.

Staff Beaver introduced Michael Smiley of BMS Design, the project consultant, to present an overview of the Plan. *Mr. Smiley* noted that the neighborhood features significant public land – Woodstock Park and three public schools – and several multi-unit housing complexes. He noted that the street grid lacks connectivity, especially in the vicinity of Chipman Middle School and Woodstock Park, which requires residents to walk circuitous routes to reach local destination points.

Mr. Smiley described the improvements recommended in the Plan. He noted that many of the comments received at a public meeting focused on the need for circulation improvements. Traffic calming was recommended at several locations. The Plan proposes raised crosswalks, raised intersections, pedestrian refuges, and curb extension at several locations. Other improvements featured in the Plan are bus shelters and landscaping.

Mr. Smiley described Chipman Middle School as the keystone of the neighborhood from a circulation standpoint, as the street grid does not allow travel through the school property. As a result, numerous recommendations of the Plan focused on establishing pedestrian connections through the school property and the adjoining park. The completion of these improvements would require coordination and the potential exchange of property between the City and the school district. Other improvements recommended for the area near Chipman Middle School include the realignment of the Pacific/Marshall intersection, and the re-design of the school's drop-off area and parking lot.

Mr. Smiley noted that the feasibility of implementing a raised crosswalk across Pacific Avenue in front of Chipman Middle School would depend on the traffic volumes utilizing this corridor to access the planned development Alameda Point.

Commissioner Knoth noted that for pedestrians there are important connections between this neighborhood and the proposed school in Bayport and to Encinal High School. He asked about the possibility of an elevated pedestrian crossing over Appezzato Memorial Parkway. *Staff Hawkins* responded that people tend not to use such facilities if they create a less direct route for crossing the street.

Mr. Smiley noted that the Plan called for enhanced pedestrian and bicycle circulation along the northern boundary of the neighborhood (south side of Appezzato Memorial Parkway) through the establishment of a linear park. The City's Long-Range Transit Plan also identifies this route as a potential transit corridor.

Chair Knox White noted that the illustrations in the Plan include marked crosswalks at several locations where crossings are currently prohibited. He recommended that the City attempt to make intersections as pedestrian-friendly as possible and look for opportunities to permit legal crossings. *Commissioner Krueger* agreed, and recommended installation of new crosswalks where possible.

Chair Knox White Opened Public Comment

Jon Spangler stated that staff had insisted that two travel lanes would be required in each direction along Pacific Avenue/Marshall Way/Lincoln Avenue. Therefore, by adding a median, the existing wide curb lane would be eliminated, making this route more difficult for bicyclists to use. He noted that an earlier version of the proposed design called for three lanes – one through lane in each direction with a shared turn lane in the center – and bike lanes.

Public Comment Closed

Chair Knox White and *Commissioner Knoth* both indicated that they supported Mr. Spangler's recommendation of one travel lane in each direction on Lincoln/Marshall/Pacific.

Commissioner Parker said that the configuration recommended by staff, with four through lanes, is required to accommodate the anticipated traffic demand associated with the development at Alameda Point.

Chair Knox White suggested that the three-lane configuration with striped bike lanes be implemented until the actual traffic demand warranted the additional travel lanes. *Commissioner Krueger* agreed, and stated that long-term needs should not limit near-term improvements. *Staff Hawkins* stated that Public Works had determined that two travel lanes would be required in each direction to accommodate the future traffic at Alameda Point, but that staff did not specifically preclude the installation of bike lanes.

Commissioner Parker asked if the developer of the Harbor Island Apartments could be required to relocate the sidewalk so that it would no longer be behind the parking area.

Staff Hawkins responded that the carports will be removed as part of the renovations. She noted that since the existing buildings are only being modified, the City cannot compel the developer to make such changes. She also noted that Poggi Street is privately owned, but there is a public easement for the sidewalks.

Commissioner Krueger noted that the bus routes depicted in the Plan need to be updated. *Mr. Smiley* agreed that any recent changes needed to be incorporated into the Plan, and stated that transit improvements may also have to be modified if the locations of the major transit stops have changed.

<p><i>Commissioner Parker</i> moved to continue the meeting. The motion was seconded by <i>Commissioner Schatmeier</i>. Motion carried by a unanimous voice vote – 5.</p>

8.STAFF COMMUNICATIONS

March 23 Joint Meeting with APAC: Estuary Crossing Workshop, 6:30 Start Time

9.ADJOURNMENT

The meeting was adjourned at 1:00 AM.

G:\pubworks\LT\TRANSPORTATION\COMMITTEES\TC\2005\0305\022305minutesfinal.doc